

Thursday, 11/24/2005 1:39:25 PM
User: Linda Lacelle

Process Sheet

Split - 32

Customer	: CU-DAR001 Dart Helicopters Services	Drawing Name	: FWD TUBE ASSEMBLY
Job Number	: 24865		
Estimate Number	: 10467		
P.O. Number	: N/A	Part Number	: D3391021
This Issue	: 11/24/2005 S.O. No. : N/A	Drawing Number	: D3391 REV B
Prsht Rev.	: NC	Project Number	: N/A
First Issue	: N/A Type : MACHINED PARTS	Drawing Revision	: B
Previous Run	: 24865	Material	: N/A
Written By	: <u>SEE COMMENT BELOW</u>	Due Date	: 12/20/2005
Checked & Approved By	: <u>SEE COMMENT BELOW</u>	Qty:	5 Um: Each
Comment	: Est. A 05.09.13 New issue KJ/JLM		

Additional Product

Job Number:



Seq. #: Machine Or Operation: Description :

1.0 D6013047 SKIDTUBE MAT'L



Comment: Qty.: 1.0000 Each(s)/Unit Total: 5.0000 Each(s)

SKIDTUBE MAT'L

Pick:

Qty	Part Number	Description	Batch
1	D6013-047	Extrusion	323935

mcl 05/11/28 5

2.0 LANDING GEAR 1 Band saw LANDING GEAR RESOURCE 1



Comment: LANDING GEAR RESOURCE-1 Band saw

Cut extrusion to 46.52 +0.010 -0.020

mcl 05/11/28 5

3.0 BRAKE NC NC BRAKE



Comment: NC BRAKE

Bend as per Dwg D3391

DP/12 05-12-15

(10)

4.0 QC5 INSPECT WORK TO CURRENT STEP



Comment: INSPECT WORK TO CURRENT STEP

20512-23 10

5.0 HAAS1 HAAS CNC VERTICAL MACHINING #1



Comment: HAAS CNC VERTICAL MACHINING #1

1-Machine as per Folio FA590 Rev. C & Dwg D3391 Rev. C

Identify as D3391-1

2-Deburr

SD 06.01.05

9

(PTD)

Process Sheet

Order: CU-DAR001 Dart Helicopters Services

Drawing Name: FWD TUBE ASSEMBLY

Job Number: 24865

Part Number: D3391021

Job Number:



Seq. #:

Machine Or Operation:

Description :

6.0

QC2

INSPECT PARTS AS THEY COME OFF MACHINE



Comment: INSPECT PARTS AS THEY COME OFF MACHINE

SA 06-01-05

(10)

7.0

QC8

SECOND CHECK



Comment: SECOND CHECK

206-01-19

8.0

LANDING GEAR 1

LANDING GEAR RESOURCE 1



Comment: LANDING GEAR RESOURCE 1

Drill and c/sink float bag holes as per Dwg D3391 using DT8798 DP06-1-7 (2)

Drill wearplate holes as per Dwg D3391 NP06-1-7 (2)

Deburr DP06-1-7 (2)

9.0

HAND FINISHING1

HAND FINISHING RESOURCE #1



Comment: HAND FINISHING RESOURCE #1

Acid etch and Alodine as per QSI 005 4.1 DP06-1-7 (2)

10.0

POWDER COATING

POWDER COATING



Comment: POWDER COATING

Powder Coat White Gloss (Ref: 4.3.5.1) as per QSI 005 4.3

FC 06 01 25

11.0

QC3

INSPECT POWDER COAT/CHEMICAL CONVERSION



Comment: INSPECT POWDER COAT/CHEMICAL CONVERSION

MM 06 01 25

12.0

D3401041

Tow Cap Assembly



Comment: Qty.: 1.0000 Each(s)/Unit Total: 5.0000 Each(s)

Tow Cap Assembly

Pick:

Qty	Part Number	Description	Batch
1	D3401-041	Tow Cap	24487

FC 06 01 25

13.0

AN3C4A

Bolt



Comment: Qty.: 4.0000 Each(s)/Unit Total: 20.0000 Each(s)

Bolt

Pick:

FC 06 01 25

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Lacelle

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Job Number: 24865

Part Number: D3391021

Job Number:



Seq. #:

Machine Or Operation:

Description :

Qty	Part Number	Description	Batch
4	AN3C4A	Bolt	<u>m1a185</u>

FC 06 01 25

14.0

NAS1330C3KB166

Rivnut



Comment: Qty.: 24.0000 Each(s)/Unit Total : 120.0000 Each(s)

Rivnut

Pick:

Qty	Part Number	Description	Batch
24	NAS1330C3KB166	Insert	<u>m19354</u>

FC 06 01 25

15.0

NAS1515H3

Washer



Comment: Qty.: 4.0000 Each(s)/Unit Total : 20.0000 Each(s)

Washer

Pick:

Qty	Part Number	Description	Batch
4	NAS1515H3	Washer	<u>m17450</u>

FC 06 01 25

16.0

SMALL FAB 1

SMALL & MEDIUM FAB RESOURCE 1



Comment: SMALL & MEDIUM FAB RESOURCE 1

Install inserts and Tow Cap as per Dwg D3391

Identify as D3391-021

FC 06 01 25
m1 06 01 31

17.0

QC5

INSPECT WORK TO CURRENT STEP



Comment: INSPECT WORK TO CURRENT STEP

06-02-02 2

18.0

PACKAGING 1

PACKAGING RESOURCE #1



Comment: PACKAGING RESOURCE #1

Identify and Stock

Location: _____

19.0

DC

DOCUMENT CONTROL



Comment: DOCUMENT CONTROL

Inspection Level 21

540 06/02/07 (2)

06/02/06

Job Completion

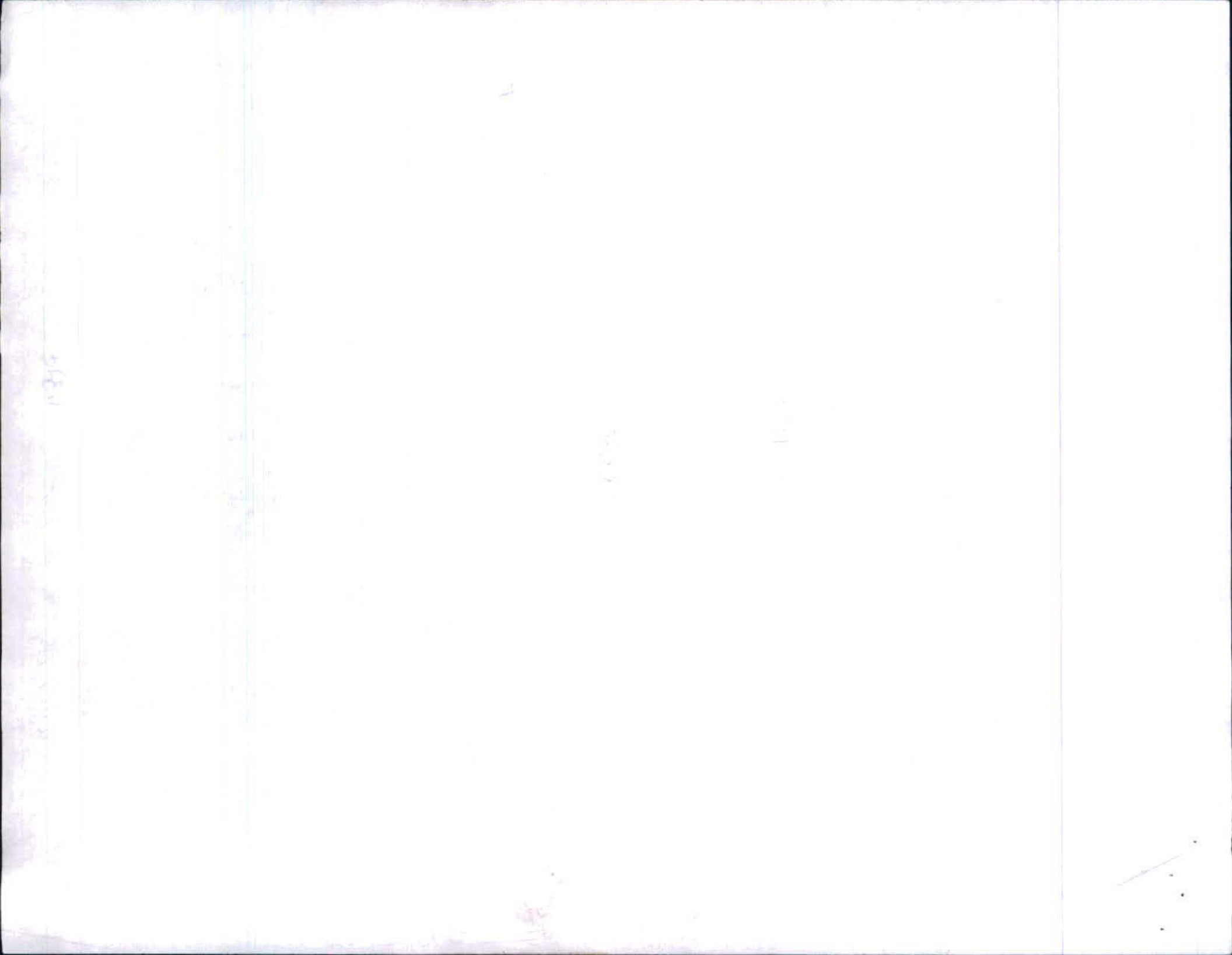


4

AN960C10L

WASHER

m18822



W/O:		WORK ORDER CHANGES					
DATE	STEP	PROCEDURE CHANGE	By	Date	Qty	Approval Chief Eng / Prod Mgr	Approval QC Inspector

Part No: _____ PAR #: _____ Fault Category: _____ NCR: Yes ☐ No ☒ DQA: ☒ Date: 06/01/18
 QA: N/C Closed: _____ Date: _____

NCR:		WORK ORDER NON-CONFORMANCE (NCR)						
DATE	STEP	Description of NC Section A	Corrective Action Section B			Verification Section C	Approval Chief Eng	Approval QC Inspector
			Initial Chief Eng	Action Description Chief Eng	Sign & Date			
06/01/17	5?	1. the dim. 3.580 was 3.566 dim 3.300 was 3.273 dim 1.429 was 1.400						
	✓ *	2. the dim 3.580 was 3.595 dim 1.429 was 1.390 dim 4.250 was 4.280	<i>JB</i> 06/01/17	Acceptable see E-mail		<u>26-01-18</u>	<i>JB</i> 06/01/18	<u>26-01-18</u>
06/01/17	5?	3. the dim 3.300 was 3.292 dim 3.580 was 3.556 dim 4.250 was 4.280						
	✓ 3	4. The dim 1.429 was 1.390 dim 3.580 was 3.605 dim 4.250 was 4.280	<i>JB</i> 06/01/17	Acceptable see Email		<u>26-01-18</u>	<i>JB</i> 06/01/18	<u>26-01-18</u>
06/01/17	5?	5. the dim 3.300 was 3.320 dim 1.429 was 1.405 dim 3.580 was 3.626 dim 4.250 was 4.280						

NOTE: Date & initial all entries

3.300 is 3.282
3.580 is 3.556

00000000

Job Costing Report

Dart Aerospace Ltd.
Hawkesbury

Nov 17, 2005
03:30 pm

Work Order No	:	0024865	Department Code:	
Project Name	:	D3391-021	Burden Flags	: NNNNNNN
Project For	:	WK550	WO Status	: Open
Work Order Type	:	Main	Invoice State	: Not Invoiced
Main WO Number	:		Invoice Date	:
House Part Number	:	D3391-021	Invoice Number	:
Description	:	Fwd Tube Assembly	Invoice Amount	: 0.00
Manufactured	:	Yes		
Amount Req'd	:	5	Order Entry No	:
Amount Done	:	0	OE Value	: 0.00
Start Date	:	11-17-05		
Est Finish Date	:	12-20-05	Est Margin	: 0.000%
Act Finish Date	:		Actual Margin	: 0.000%
Drawings Req'd	:	No		
Ok for Approval	:			
Approval Rec'd	:		\$0 Posted to Finished Goods	

	Estimated	Actual	Var. %	Posted	To Post
Material Cost	: 0.00	0.00	0.00	0.00	0.00
Engineering Hours	: 0.00	0.00	0.00		
Engineering Cost	: 0.00	0.00	0.00	0.00	0.00
Production Hours	: 0.00	0.00	0.00		
Production Cost	: 0.00	0.00	0.00	0.00	0.00
Packaging Hours	: 0.00	0.00	0.00		
Packaging Cost	: 0.00	0.00	0.00	0.00	0.00
OverHead Hours	: 0.00	0.00	0.00		
OverHead Cost	: 0.00	0.00	0.00	0.00	0.00
CNC Hours	: 0.00	0.00	0.00		
CNC	: 0.00	0.00	0.00	0.00	0.00
Misc. Hours	: 0.00	0.00	0.00		
Misc.	: 0.00	0.00	0.00	0.00	0.00
Burden	: 0.00	0.00	0.00		
Total Cost	: 0.00	0.00	0.00		
Margin	: 0.000	0.000			
Selling Cost	: 0.00	0.00			

	Estimated	Actual
Labour Hrs/Amount Done	: 0.00	0.00
Profits/(Loss)	: 0.00	0.00

Hum

From: David Shepherd [davids@dartaero.com]
Sent: Tuesday, January 03, 2006 9:58 AM
To: Peter Hum
Cc: Bill Beckett
Subject: Re: 412 float skidtube extension saddle holes

I think this is acceptable.

David

----- Original Message -----

From: "Peter Hum" <phum@dartaero.com>
To: "David Shepherd (E-mail)" <davids@dartaero.com>
Cc: "Bill Beckett (E-mail)" <billb@dartaero.com>
Sent: Tuesday, January 03, 2006 7:03 AM
Subject: 412 float skidtube extension saddle holes

> Hi David,
>
> Bill and I recently opened up an aft tube extension saddle holes to 0.454
> diameter. The outer tube (6061), saddles, and bushings have remained the
> same size.
>
> Opening the holes allowed better fit for the bushings and bolts to slide
> through.
>
> Its important to remember that we haven't changed the size of the holes of
> the saddle, outer tube (6061), and diameter of the bushings. Therefore,
> under prepared landing surface conditions, the bearing loads have not
> changed in comparison to our standard D205-634 non-float 205 skidtube.
>
> David, I am looking for your approval to open the fwd and aft tube
extension
> saddle and ground handling holes to 0.454 in diameter.
>
> Thanks
>
> Peter
>
>

Hum

From: David Shepherd [davids@dartaero.com]
Sent: Tuesday, January 17, 2006 3:15 PM
To: Peter Hum
Subject: Re: D3391-1 FWD TUBE DEVIATIONS

Assuming that this part fits with the middle tube it mates with, the deviations listed below are acceptable.

David

----- Original Message -----

From: "Peter Hum" <phum@dartaero.com>
To: "David Shepherd (E-mail)" <davids@dartaero.com>
Sent: Tuesday, January 17, 2006 1:04 PM
Subject: D3391-1 FWD TUBE DEVIATIONS

> David,

>

> In manufacturing the fwd tube, there have been tubes that are out of
> tolerance. The dimension 3.580" is actually 3.595" and the 1.429"

dimension

> is 1.390" as shown in the attached sketch. The tolerance of the 1.429"
> dimension was previously changed to (+0.000,-0.030). In both dimensions,
the

> end result is more material. Are these deviations acceptable?

>

> Peter Hum

> Mechanical Designer

>

> DART Aerospace Ltd.

> Email...phum@dartaero.com

> Phone...613-632-3336

> Fax.....613-632-4443

>

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